

ALASKA

CANADIAN PACIFIC RAILWAY



Canadian Pacific Hotels

ON THE PACIFIC COAST

Hotel Vancouver, Vancouver, B. C.

The largest hotel on the North Pacific Coast, overlooking the Strait of Georgia, and serving equally the business man and the tourist. Situated in the heart of the shopping district of Vancouver. Golf, motoring, fishing, hunting, bathing, steamer excursions. Open all year. European plan. One-half mile from station.

Empress Hotel, Victoria, B. C.

A luxurious hotel in this Garden City of the Pacific Coast. An equable climate has made Victoria a favorite summer and winter resort. Motoring, yachting, sea and stream fishing, shooting and all-year golf. Open all year. European plan. Facing wharf.

IN THE ROCKIES

Hotel Sicamous, Sicamous, B. C.

Junction for the orchard districts of the Okanagan Valley, and stop-over point for those who wish to see the Thompson and Fraser Canyons by daylight. Lake Shuswap district offers good boating, and excellent trout fishing and hunting in season. Open all year. American plan. At station. Altitude 1,146 feet.

Glacier House, Glacier, B. C.

In the heart of the Selkirks. Splendid Alpine climbing and glacier exploring, driving, riding and hiking. Open June 15th to September 15th. American plan. 1½ miles from station. Altitude 4,086 feet.

Emerald Lake Chalet, near Field, B. C.

A charming Chalet hotel situated at the foot of Mount Burgess, amidst the picturesque Alpine scenery of the Yoho National Park. Roads and trails to the Burgess Pass, Yoho Valley, etc. Boating and fishing. Open June 15th to September 15th. American plan. Seven miles from station. Altitude 4,262 feet.

Chateau Lake Louise, Lake Louise, Alberta

A wonderful hotel facing an exquisite Alpine Lake in Rocky Mountains National Park. Alpine climbing with Swiss guides, pony trips or walks to Lakes in the Clouds, Saddleback, etc., drives or motoring to Moraine Lake, boating, fishing. Open June 1st to September 30th. European plan. 3½ miles from station by motor railway. Altitude 5,670 feet.

Banff Springs Hotel, Banff, Alberta

A magnificent hotel in the heart of the Rocky Mountains National Park, backed by three splendid mountain ranges. Alpine climbing, motoring and drives on good roads, bathing, hot sulphur springs, golf, tennis, fishing, boating and riding. Open May 15th to September 30th. European plan. 1½ miles from station. Altitude 4,625 feet.

THE PRAIRIES

Hotel Palliser, Calgary, Alberta

A handsome hotel of metropolitan standard, in this prosperous city of Southern Alberta. Suited equally to the business man and the tourist en route to or from the Canadian Pacific Rockies. Good golfing and motoring. Open all year. European plan. At station.

Royal Alexandra Hotel, Winnipeg, Manitoba

A popular hotel in the largest city of Western Canada, appealing to those who wish to break their transcontinental journey. The centre of Winnipeg's social life. Good golfing and motoring. Open all year. European plan. At station.

EASTERN CANADA

Place Viger Hotel, Montreal, Quebec

A charming hotel in Canada's largest city. Open all year.

Chateau Frontenac, Quebec, Quebec

A metropolitan hotel in the most historic city of North America. Open all year.

McAdam Hotel, McAdam, N. B.

A commercial and sportsman's hotel. Open all year.

The Algonquin, St. Andrews, N. B.

The social centre of Canada's most fashionable seashore summer resort. Open June 28th to September 6th.

HOTELS AND BUNGALOW CAMPS REACHED BY CANADIAN PACIFIC

Moraine Lake, Alta.	Moraine Lake Camp
Banff-Windermere)	Storm Mountain Bungalow Camp
Automobile Highway)	Vermilion River Camp
	Sinclair Hot Springs Camp
Hector, B. C.	Wapta Camp
Hector, B. C.	Lake O'Hara Camp
Field, B. C.	Yoho Valley Camp
Lake Windermere, B. C.	Lake Windermere Camp
Penticton, B. C.	Hotel Incola
Cameron Lake, B. C.	Cameron Lake Chalet
Strathcona Lodge, B. C.	Strathcona Lodge
Kenora, Ont.	Devil's Gap Camp
Nipigon, Ont.	Nipigon River Camp
French River, Ont.	French River Camp
Digby, N. S.	The Pines
Kentville, N. S.	Cornwallis Inn

Alaska



FROM Vancouver, B. C., to Skagway, Alaska, is a thousand miles through an entrancing inland channel, winding between islands and the mainland as through a fairyland. The journey is made in the palatial yacht-like "Princess" steamers of the Canadian Pacific Railway.

Nine days complete the journey into this land of romance and back, leaving the traveller at Vancouver to start the journey to the East through the magnificent passes of the Canadian Pacific Rockies. Some, indeed, who make the Alaskan trip have come from the East, and already in the five hundred miles of railway travel through the passes of the four great mountain ranges between Calgary and Vancouver have had a foretaste of the wonderful voyage through strait and fiord which awaits them between Vancouver and Skagway.

Mystery—that is the keynote of the North—mystery and silence. And because of its mystery there will always be an attraction, something to draw men and to hold them. For it is no mere legend that the North ever calls back those who have once lived in the snows and the mountains, or through an Alaskan summer.

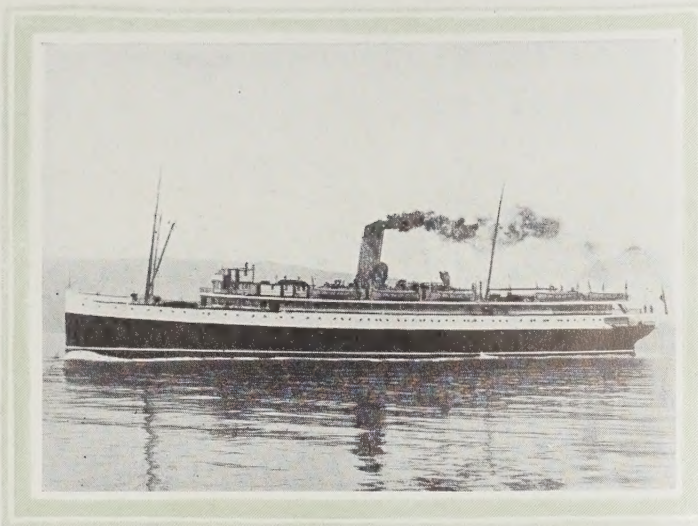
Scarcely has one left Vancouver than there dawns the feeling that here is a new life opening out. To the right is the mainland of British Columbia—to the left, Vancouver Island, taking its name from the intrepid explorer who sailed into the unknown waters of the Pacific and found the mainland through an uncharted maze. To realize to the full the miracle of this thousand miles of navigation from Vancouver to Skagway, one should stand for an hour or so looking forward, picking out what seems the channel the ship will take, and finding out how invariably

one's guess is wrong. For it is not always the mainland which lies to the east. Often the mountains which tower up to the sky, almost from the very deck of the ship itself, are but islands; and other channels lie behind, with countless bays and straits and narrow gorges running miles up into the mainland, twisting, turning, creeping forward and doubling back, till they put to shame the most intricate maze which Oriental mind ever devised. And of such is the whole route which finally creeps, as through the neck of a funnel, to the port of Skagway.

Leaving Vancouver The voyage to Alaska can be divided into two parts. The journey from Vancouver to Ketchikan is mostly through narrow channels, with steep shores heavily timbered to the water's edge. The second part, from Ketchikan to Skagway, is through wider stretches of water, with glaciers, waterfalls and rugged mountains on either side, and richly colored by the purple twilights of Alaska.

Leaving Vancouver, the Gulf of Georgia is entered immediately. In about nine hours Seymour Narrows are reached. At certain times this is rather an exciting piece of water to navigate, for the current rushes and boils through it like a mill race. It is the narrowest part of the channel between the mainland and Vancouver Island, and may possibly be bridged some day.

Alert Bay Alert Bay, the first stop, is a pretty spot on Cormorant Island, near the shore of Vancouver Island. It is a quaint and historic native settlement, famous for its totem poles—huge poles with grotesque carvings of various images that stand before the houses. These totems denote the ancestry



Princess Louise

or clan of each family, and can be read by a native as anyone else would read a genealogical chart. Alert Bay has a modern salmon cannery, a government hospital, and schools for the Indians.

Prince Rupert Very shortly the open waters of Queen Charlotte Sound are crossed, and afford a passing glimpse of the Pacific Ocean stretching to the horizon. A few hours later a shorter glimpse of the Pacific Ocean is caught from Millbank Sound, and the beautiful Granville Channel is reached. For about thirteen hours the journey is through a fairyland of dark green placid waters. Down the high, steep shores, heavily timbered with fir, cedar and spruce, sparkle silver waterfalls. So narrow and so winding are the channels that it is sometimes rather a puzzle where the steamer can emerge. Prince Rupert is the Pacific terminal of a transcontinental railway, and has an extensive trade in halibut, salmon and other fish to the central and eastern markets of the continent.

Ketchikan Shortly after leaving Prince Rupert, the third and last stretch of open water is passed, Dixon's Entrance. On the east side are passed the settlements of Old and New Metlakatla, where a successful mission, founded by Father Duncan, is conducted for the natives. Port Simpson, with its old Hudson Bay Company's Fort, is close by, and United States waters are entered shortly before arrival at Ketchikan.

Ketchikan (pronounced *Ketch-e-can*, an Indian name meaning "evil smelling water," though there seems no reason for this title at the present time) might be said to be now the most prosperous town in Alaska. It is one that pleases by its bustling air, its hotels, fine stores and banks. The waterfall, about fifteen minutes' walk from the steamer docks, should certainly be visited. In the late summer months thousands of salmon ascend the falls in the river, and it is a wonderful sight to see the large fish leap and find their way to the spawning banks. Ketchikan has large cold storage and salmon canning plants.

Wrangell A distinct change of scenery occurs from now on. The stretches of water become wider, snow-capped mountains rise on either side, and the wonderful purple peculiar to the Alaskan sunrise or sunset is seen. Wrangell (pronounced *Rang-gel*, and christened from a former Russian governor) is our next stop. It is a beautifully situated and interesting town, near the mouth of the Stikine River, which serves the famous Cassiar Country in the interior of British Columbia, known to big game hunters the world over. A steamer service runs from Wrangell up the Stikine. Part of the old Russian fort still exists.



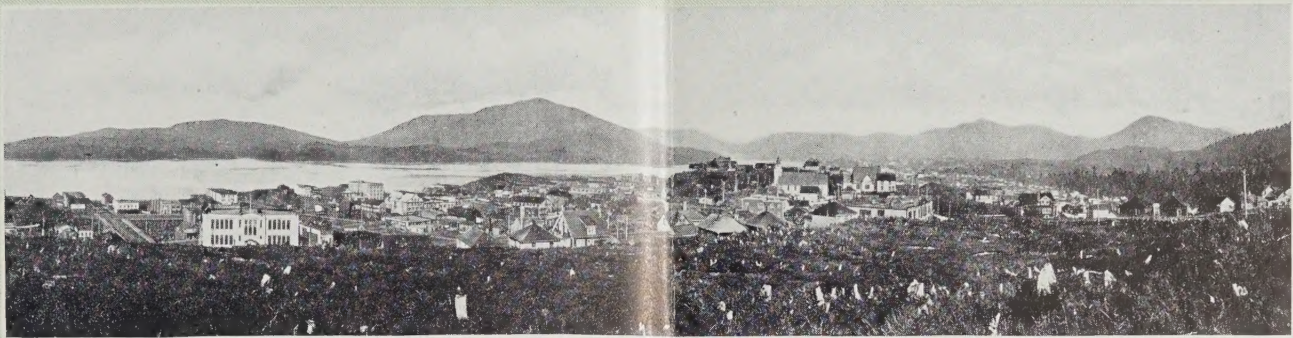
Princess Alice

Taku Glacier The Wrangell Narrows are reached an hour or so out from Wrangell, and for nearly two hours the steamer proceeds at half speed through this narrow winding channel, which can only be navigated at certain stages of the tide. This passage between the islands saves a long detour around Cape Decision, across a rough and open part of the Pacific Ocean; it has been thoroughly well marked with buoys and lights, and is one of the most beautiful parts of the coast.

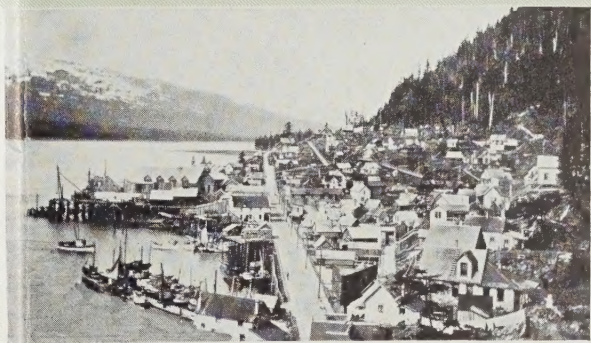
Leaving the Narrows, the port of Petersburg, a flourishing fishing centre inhabited largely by Scandinavian people, is passed. Here history changes in its character. Hitherto it has been interwoven with that of the Hudson Bay Company, whose posts are still scattered along the coast. But here is Alaska, which only comparatively recently came under the sway of America. Until 1867, Alaska was a possession of Russia, which it so nearly joins at the Behring Straits. Some traces of the Russian rule still remain.

We are now surrounded by the typical grandeur of Alaska. Taku Inlet (pronounced *Tack-oo*) sends out hundreds of odd-shaped ice-floes to meet us, as blue as indigo, floating by to melt gradually in warmer waters. Slowly the steamer approaches the two famous glaciers at the head of the inlet. The one on the left is a "dead" glacier, a mixture of brown, white, and blue colors, and is gradually receding. The other glacier is "alive," and continually moves forward. It shows all the colors of the rainbow, according to the time of day or the position of the sun. Huge masses of ice continually break off into the sea with a deafening thunder and float away like gigantic swans. Taku Glacier is a mile wide, and extends for over ninety miles over the mountains to join Llewellyn Glacier. The vibration caused by the boat's whistle brings down great pieces of ice weighing hundreds of tons.

Juneau Three hours steaming up Gastineau Channel brings us to Juneau, clinging to the base and sides of Mount Juneau. Juneau (pronounced *Ju-no*, and named for its French-Canadian founder) is the capital of Alaska, the residence of the Governor, and the meeting place of the Legislature. Until some time after the beginning of the late war, three of the largest gold ore crushing plants in the world were situated close by—the Treadwell, the Alaska Gastineau and the Alaska Juneau mills and mines. Now only the last named remains. Juneau is an up-to-date city, with all modern improvements, and has good roads and automobiles aplenty. One particularly interesting ride is by automobile to the face of Mendenhall Glacier. In the early summer the steamer schedule on the northbound trip affords time to make this excursion in daylight. (Time $2\frac{1}{2}$ hours, cost \$10.00 per car—or to the glacier and Auk Lake, $3\frac{1}{2}$ hours,



1. Prince Rupert, B. C.
2. Ketchikan, the first stop in Alaska.
3. Indians sell curios to the visitors.
4. Totem Poles at Alert Bay.
5. Wrangell, Alaska.





Princess Louise—A Private Suite



Princess Louise—The Dining Room

\$15.00 a car.) Another is by the mountain road winding up to Perseverance Mine. The Territorial Museum in the Alaska Brotherhood Hall has a wonderful Alaska collection which everyone should visit; the salmon hatchery is also well worthy of a visit. Those so inclined will be well repaid by seeing the fine raw fur stocks of local dealers.

Lynn With the possible exception of Taku Glacier, the trip **Canal** from Juneau to Skagway provides the most wonderful scenery of all. For over eighty miles we steam up the arm of sea called the Lynn Canal, varying in width from one to over five miles. Mountains of rock capped with snow, towering glaciers and gushing waterfalls, canyons of all sizes and wild shapes, and colors in restless variety, surround us. Passing a United States Army Post, Fort William H. Seward, lying back in Haines Inlet on the west side, we suddenly turn a point and see Skagway ahead of us.

Skagway Skagway is the end of the northbound run. It is a town which has loomed large in the history of the North. When the gold rush started to the Yukon in 1896 the landing was made at Dyea, which lies at the north of the other, or western inlet, which completes the Lynn Canal. From Dyea the trail led over the dangerous Chilcoot Pass, but word came of the discovery of the White Pass, and in a day fifteen thousand people left Dyea for Skagway, and in a day a big city had grown where before was chiefly swamp. Skagway (pronounced as spelt) is an Indian name meaning "much wind."

The steamer lays over about thirty-six hours, and ample opportunity is given for the many diversions offered in summer. These include "hikes" along the Skagway River, mountain climbing, launch trips or angling.

The U. S. Government Road Commission have recently completed a footbridge across the Skagway River, which will allow tourists to visit Fortune Bay and Smuggler's Cove—which owes its name to the fact that it figured as the headquarters of the "rum runners" during the gold rush. If the plans of the Skagway Alpine Club are consummated Dyea will be accessible from Skagway over this trail.

INLAND FROM SKAGWAY

Interesting though Skagway is, the shortest visit would be incomplete without a journey to the equally interesting and fascinating "inside." Such a journey, difficult as it was in the early days of the gold rush, can be easily undertaken, for Skagway is the southern terminus of the rail line of the White Pass and

Yukon Route. A comfortable train, with large-windowed observation cars, will carry one through the magnificent, thrilling scenery of the White Pass into the Yukon Territory, connecting at Carcross and at White Horse with the commodious steamers operated by the same company.

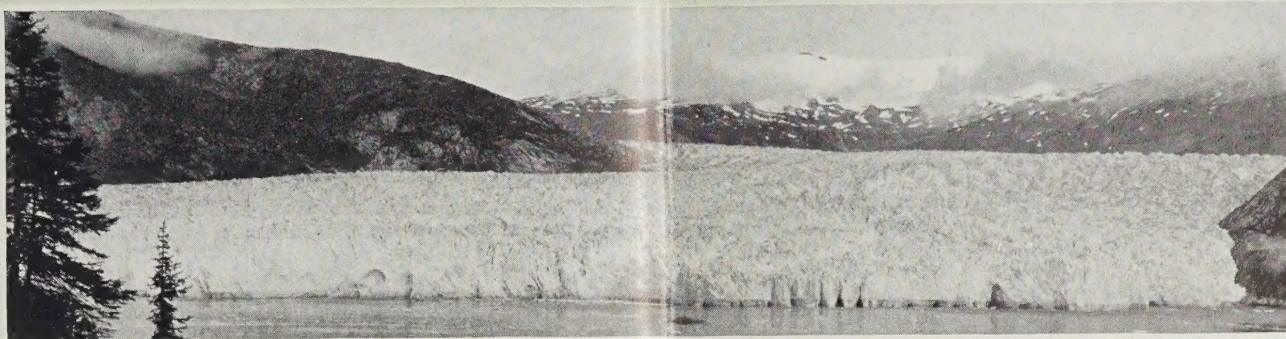
For those who are returning south by the same "Princess" steamship, there are available the excursions to the West Taku Arm or to White Horse. For those waiting over until the next steamship, there is the trip to Atlin Lake—where, indeed, many visitors linger much longer than such a brief visit. For those with more time, there is the wonderful trip from White Horse down the Yukon River to Dawson.

Over the White Pass The rail journey is a most spectacular one. The salt tang of the sea is left behind, and the sweetness of lake and mountain air fills the nostrils. Climbing up to Glacier Gorge, at Summit we leave American territory, and the scarlet-coated Mounted Policeman greets us as we enter Canada. A bronze monument, where the flags of the two countries float side by side, marks the boundary line. For a very short distance we travel through British Columbia, and then at Pennington cross into the Yukon Territory.

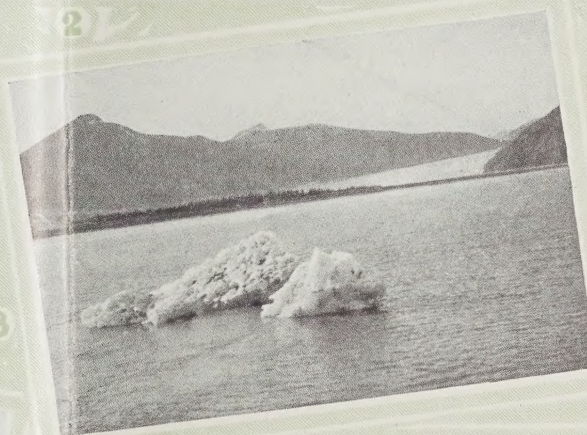
On our left Lake Bennett begins—a long, narrow body of water which the railway will follow for twenty-seven miles. It is rather amazing to remember that Bennett, where a stop is usually made for lunch, and which consists merely of a station and its outbuildings, once had a population of several thousand and teemed with life and excitement. For it was to this beautiful lake, bounded by mountains of old-rose color, that the "trail of 'ninety-eight" led. Those who had survived the epic hazards of the Chilcoot Pass camped on this lake, and hewed them lumber to make the rafts, scows and other manner of water craft in which to reach the golden land of their hopes. Little did they know, of course, the perils of the White Horse Rapids; or if they had heard of them, little did they appreciate them!

Along the ever-winding shores of this blue Lake Bennett, looking out on a long mountain ridge, the railway runs, until the little town of Carcross is reached. Here the Atlin and West Taku Arm passengers exchange the train for the steamer.

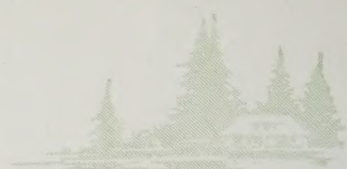
White Horse Lewes and other little lakes are passed, and then Miles Canyon and White Horse Rapids. On still days their roar can be heard even in the town, about an hour's walk distant. As we stand on the brink of this famous gorge, no very vivid imagination is necessary to conjure up pictures of the



1. The Taku Glacier, near Juneau.
2. Hikers returning from a day's glacier climbing.
3. Baby icebergs near the Taku Glacier.
4. The result of a successful hunting trip.
5. An Alaskan Harbor.



British Columbia Coast Service



old days. We can imagine the bold adventurers in their frail craft nearing these death-dealing rapids, whose waters are thrown from side to side in a long serpentine series of twists, and which are so troubled that the water rides higher in the middle than at the sides. Down they came in their mad rush to the Klondike—not at intervals, but in a continuous procession that was (in the words of an eye-witness) like traffic on a city street. Some, becoming scared, jumped ashore as they saw their dangers, and watched from the high cliffs the agonies of their boats; but the majority stayed with their craft. And so few came through unpunished! Those who did wasted no time in going back to warn their competitors, but hurried on.

White Horse is a busy little town on the west bank of Fifty-Mile River (also known as the Lewes River and sometimes as the Upper Yukon). There is fairly good hotel accommodation to be obtained. Trips to the rapids and other points may be made by automobile over good roads. It is the terminus of the railway, and the point of departure for the steamer trip to Dawson.

To the Klondike The journey from White Horse to Dawson and back, one that can be made in about a week, is the fitting climax of the trip "inside." Leaving White Horse by steamer and turning in a north-westerly direction down the swiftly-flowing river, the first notable sight is the widening-out of the stream known as Lake Labarge.

Giant towers and bastion-like projections of red rock stand sentinel along the western shore of this lake, while on the east great gray rounded hills of limestone, veined and shaded with the green spruce, alternate with deep, wooded valleys and the picturesque mouths of rivers.

Five-Finger Rapids On through the splendid scenery of the Lewes, we come to one of the most thrilling experiences of the entire trip—the shooting of Five-Finger Rapids.

Here the river narrows to 150 yards. Five great hulks of stone rise to a height of forty to seventy feet. The waters rush foaming between. Our steamer, guided by its skillful pilot, glides swiftly through, almost touching the stone walls in its passage.

Rink Rapids, six miles below, gives a second experience of this exciting form of navigation. At Fort Selkirk begins the Yukon River proper, formed by the union of the Lewes and the Pelly.

The surging waters have cut through the lower spurs of a great mountain range. For a hundred and fifty miles the steamer plies this route of ever-changing scenic grandeur. Winding around and between countless islands, at times running close under the lee of huge granite cliffs—now passing the swift, foaming White River, where it mingles with the Yukon—then Stewart River and Indian River—there is not a single mile of the way but holds vivid interest. The trip from White Horse to Dawson takes about forty-eight hours; the return journey takes about four days.

Dawson Dawson, once the focus of the world's greatest gold rush, is now but a shadow of its former glory. It is beautifully situated on a bend of the Yukon River, an up-to-date, well-built and well-regulated city, with many fine homes, comfortable hotels, and pretty flower gardens. Good roads make possible many automobile trips to surrounding hydraulic and dredge mining operations. The literary-inclined can make a pilgrimage to the cabin occupied by Robert W. Service, the "Kipling of the Yukon" during his long residence in Dawson.

To Atlin From Carcross through a chain of sapphire lakes, mountain and forest-girt—this is a rare jewel of a side-trip! It takes but little time, but there is more of sheer beauty packed into that eighty-two miles than can be found in any other place in the world.

Leaving Carcross by the commodious steamer "Tutshi" and winding through Nares or Tagish Lake, the steamer traverses Windy Arm, and enters Taku Arm, a beautiful sheet of water that is almost completely shut in by the most inspiring mountain scenery. A splendid view is afforded of Jubilee Mountain, reaching its snow-crowned head into the clouds. Steaming through beautiful Golden Gate and up Taku Inlet the boat makes a landing at Taku, where a portage by a short railway line along the bank of roaring Atlin River brings the tourist to the west shore of Atlin Lake.

Here connection is made with the twin-screw motor-boat "Tarahne," which makes the six-mile run across Atlin Lake to Atlin City, the base of supplies for one of the richest hydraulic mining camps in British Columbia.

Near the boat landing, and facing the lake within a few feet of the shore, is the Atlin Inn, built and maintained especially for tourists by the White Pass and Yukon Route. From its windows a magnificent view may be obtained of the Atlin Mountains across Lake Atlin, a mountain lake of surpassing beauty. The tourist will find the Atlin Inn very inviting, the cuisine and service excellent. A stay here for a day or so, or for several weeks, will add greatly to the pleasure of the Atlin trip. (Rates, European plan, from \$2.00 to \$3.50 per day.)

There is an indescribable tonic effect in the Atlin climate that will eventually make it one of the world's greatest summer health resorts. Numerous side trips may be taken by automobile, steamer, launch or on foot to many points of interest. Amongst these are the placer gold mines, the fox farm, the Warm Springs, and the Indian Village; and wherever one goes, one will find a profusion of beautiful wild flowers in almost endless variety. Then, too, there are delightful walks along the shores.

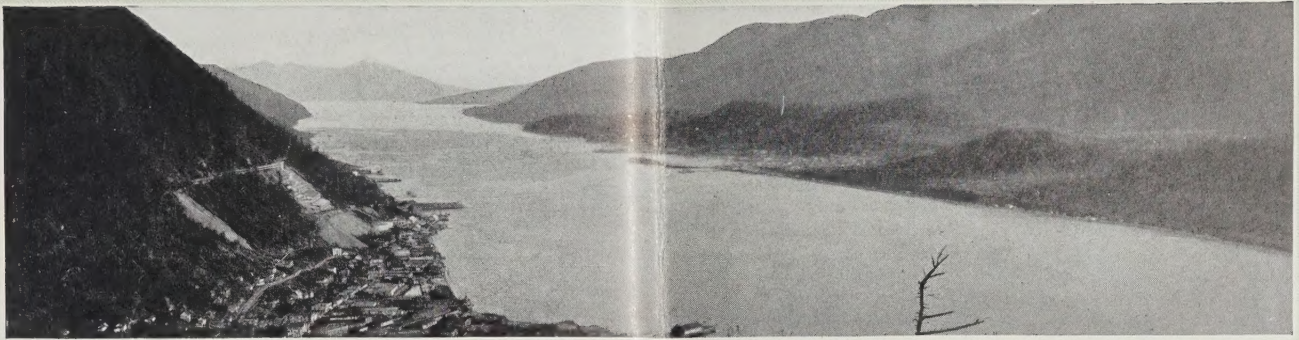
The principal event of the trip to Atlin is the afternoon excursion on the steamer "Tarahne." For about forty miles the boat winds its way through the narrow mountain-ribbed passages of the West Channel. The boat then passes out through Copper Island Narrows, and the return is made down the other side of these islands on Lake Atlin, where a magnificent view is obtained of the huge Llewellyn Glacier and the Coast Range.

When the water is smooth, as it frequently is, and on its surface are mirrored the vari-colored verdure-clad hills and snow-crowned mountains with their cathedral-like spires, the scene is of sublime beauty and grandeur. And these reflections are not seen merely for a mile or so, but mile after mile.

Those who like fishing will have an opportunity to try their luck at landing lake trout, whitefish or the smaller but gamy grayling.

West Taku Arm Another beautiful scenic trip is that to West Taku Arm, being especially arranged for the convenience of passengers who are making the round trip from Vancouver to Skagway and back on the same steamship, and who cannot spare sufficient time to avail themselves of one of the many other tours over the White Pass. It gives these passengers an opportunity of seeing a maximum number of points of interest in the short time at their disposal. It is a journey which takes the visitor into the very heart of primeval surroundings, where giant mountains raise their lofty peaks from the glittering glacial waters of the Arm, which ends at what might be termed the "back door" of the Taku Glacier that the traveller saw before reaching Juneau.

The route followed is the same as to Atlin, except that instead of turning to the eastward to Taku Landing the steamer continues up the head of Taku Arm into West Taku Arm. The steamer arrives here about eight-thirty in the evening and lies over until about five the next morning. The trip from Skagway to West Taku Arm and return is made in about thirty hours.



1

1. Juneau, Capital of Alaska, and the Gastineau Channel.
2. California?—No, Alaska!
3. Skagway, end of the steamship journey.
4. The Skagway Valley.
5. Skagway is famous for its flower gardens.



2



3



4



5

British Columbia Coast Service

Sporting Attractions A wonderful variety of hunting is offered the sportsman in Northern British Columbia and the Yukon Territory, which has been richly endowed by Nature with mighty snow-capped mountains, expansive inland seas, vast areas of trackless wilderness and lonely tundra, where roam the giant moose, lordly elk and caribou, deer, savage silvertip grizzlies, sheep, goats and many other forms of wild life. The fishing affords an interesting side line to a big game hunt and the swift, rocky, tumbling rivers, well stocked with gamy fighting trout, and the mountain-rimmed lakes of unequalled beauty, all combine to make this "roof of the world" a paradise for the sportsman.

More than a dozen varieties of bear are to be found in this mountain domain, ranging from the huge polar bear and terrible kodiak right down through the different species to the common black bear once found all over America. The different varieties are numerous, according to location on the islands, along the coast in the trackless forests, the mountain peaks and the ice floes.

These northern moose are the largest members of the deer family and are plentifully distributed throughout the greater part of this country. Magnificent trophies are brought out each season. Caribou, too, are abundant and inhabit the treeless and tundra sections of the interior. Mountain sheep and goat are among the most prized game animals. Many other forms of wild life, including smaller game, fur bearers, and birds, are prevalent.

While some of the more accessible localities are hunted each year, the main big game districts can at present be limited to five, viz. Kluahne, White River, McMillan and Pelly River districts in Yukon Territory, and in Northern British Columbia, the Cassiar, and Atlin and Teslin Lakes areas.

It is suggested that intending sportsmen communicate direct with the undermentioned for reliable information about the hunting or other conditions in any of the above districts:

Kluahne Lake and White

River Districts..... Wm. Armstrong, White Horse, Y. T.
Jacquot Bros., Kluahne, Y. T.
Chas. H. Baxter,
White Horse, Y. T.
A. R. Austen, Carcross, Y. T.

McMillan and Pelly River

Districts..... R. G. Thomas, White Horse, Y. T.
R. Van Bibber, Selkirk, Y. T.
Alex Coward, Selkirk, Y. T.
H. O. Lokken, Yukon Crossing, Y. T.

C. Zimmerlee, Selkirk, Y. T.

Cassiar Mountains..... J. Frank Callbreath,
Telegraph Creek, B. C.
Hudson Bay Co.,
Telegraph Creek, B. C.
Geo. B. Ball,
Telegraph Creek, B. C.

Atlin and Teslin Lakes..... Louis Schulz, Atlin, B. C.
A. Bryan Williams, 1170 Georgia Street, Vancouver, B. C.

(The Taylor Drury Pedlar Co. have trading posts at Teslin, Little Salmon, Carmacks, Selkirk, Ross River and Mayo. Parties of practically any size can be handled and outfitted by this firm through their head office at White Horse.)

Taku River Camps For the accommodation of a limited number of tourists and sportsmen the Taku River Company has established a comfortable camp on the Taku River about 25 miles from Juneau, amid scenery of notable

beauty and grandeur. A large log cabin for dining and lounging purposes with individual tents for sleeping quarters comprise the camp, which is open from June 1st to the end of September.

Short trips of an hour or two take one to five glaciers, from two of which huge icebergs are constantly breaking with thundering crashes. Lakes and mountain streams abounding in trout, virgin forests and stately mountains, many of which have never been climbed, with the surrounding country practically unknown, offer a fascinating field for exploration with gun, rod or camera. All information can be had from the Taku River Company, Juneau, Alaska.

Historical Notes The territory now known as Alaska was unknown to the white man till, in 1741, it was explored by

two Russian officers, Captains Vitus Bering and Chirikov. Thirty-three years later it was visited by Spaniards coming up from the Pacific, and in 1778 Captain Cook undertook some surveys of the Coast. The first elaborate survey of that Coast was made by Captain Vancouver in 1793-94. The Russians formally assumed possession in 1799, when the Administration was handed over to the Russian American Company, the chief resident director being Alexander Baranov, who founded Sitka in 1804. The reign of this Chartered Company ended in 1861, when Prince Maksutov was appointed Imperial Governor.

Six years later, in the same year as that in which Canada was confederated as the Dominion, the United States purchased Alaska from Russia for \$7,200,000, in order to obtain control of the fisheries and fur trade, which at that time were the chief known resources of Alaska. The gradual discovery of mineral wealth culminated in the Klondike rush of 1897, and the rush to the gold fields of Nome in 1900, since when the mining industry has been stabilized.

A word in general relative to some Alaska words. Visitors encounter the words "Sourdough" and "Cheechacho," distinguishing the resident from the new arrival. The first is a compliment, meaning an old timer or one who has seen the ice form and go out of the Yukon River in fall and spring. The second is an Esquimaux word meaning tenderfoot, or newcomer. Uppermost in the minds of everyone is the genuine friendliness and ready hospitality offered by the "Sourdoughs." One of the surprises is in the gardens of these residents. Nowhere can be found finer sweet-peas, dahlias, asters, stocks, or pansies, or such raspberries, currants, strawberries, blueberries and vegetables.

PRINCESS STEAMSHIPS

The "Princess" Steamships engaged in the Alaska business are modern vessels of the most comfortable, sea-going type. They are fitted with every convenience for passengers. Staterooms are light, cosy and well-ventilated. The community rooms, consisting of dining-room, observation room, smoking-room, etc., are bright and cheerful. The "Princess Louise" has a dance floor in the main saloon. All ships have ample deck space for promenading, sports and lounging. The personal service provided in the staterooms, dining-room and elsewhere, and the cuisine are of that high standard which have made the name of the Canadian Pacific synonymous with comfort and enjoyment.

The "Princess Louise" is of 4200 gross tonnage, with a length of 330 feet, a width of 48 feet, and a depth of 18 feet. The "Princess Alice" has a gross tonnage of 3099, a length of 289 feet, a width of 46 feet, and a depth of 17 feet. Both these vessels burn fuel oil instead of coal, and are fitted with wireless telegraph.



1. Davidson Glacier,
Lynn Canal.
2. Gold Mining near
Atlin—Washing it
down.
3. The Atlin Inn, Atlin,
B. C.
4. The Tutshi, from Car-
cross to Atlin.
5. Llewellyn Glacier, seen
through the gorge.



British Columbia Coast Service

DISTANCES

From	To	Hours	Nautical Miles
Vancouver	Alert Bay	14	183
Alert Bay	Prince Rupert	22	287
Prince Rupert	Ketchikan	8	101
Ketchikan	Wrangell	7	99
Wrangell	Juneau	11	148
Juneau	Skagway	8	100

A nautical mile is equivalent to 1.15 statute miles.

SAILINGS

Intended sailings are from Vancouver on June 7th, 14th, 18th, 25th, 28th, July 5th, 9th, 16th, 19th, 26th, 30th, August 6th, 9th, 16th, 20th, 27th, 30th and September 10th. Sailing hour, 9.00 p.m.

Steamship sails also from Victoria on day previous to date mentioned, at 11.00 p.m.

CLOTHING, MEALS, ETC.

Passengers should provide themselves with a good, warm coat and a pair of walking shoes. The general weather is very fine and warm, but a good covering for the evening or a day is very desirable. The company does not supply steamship rugs, but has arranged to carry on the steamers a limited supply of rugs that will be rented to passengers for the round trip at nominal charge. The company does not supply the regular ocean liner deck chair, but supplies comfortable camp chairs with backs, free of charge. A barber is carried on both steamships.

The meals provided on Alaska steamships are breakfast, lunch and dinner, and, in addition, light refreshments are served in the dining saloon at night without extra charge. Meals and lunch while the steamship is in port at Skagway are not included in the passage money but can be secured if the passenger prefers stay aboard to going ashore to a hotel.

Victrolas, with a suitable supply of records, are carried, as well as a piano.

IMMIGRATION INSPECTION

Passengers entering Alaska from Canada are required to pass the customary United States Immigration Inspection at Ketchikan, the port of entry. This inspection is not strict so far as bona fide tourists are concerned. Passengers will be asked by purser for certain information regarding age, place of residence, business, etc., for use in making up the manifest required by the Immigration Department, and will be given a card by him. This card is presented by holder to immigration inspector, who boards steamer on arrival at Ketchikan, and as soon as particulars shown by purser on manifest are checked by the inspector, the passenger is permitted to go ashore. There is a similar inspection by the Canadian Immigration Department on arrival of steamer southbound at Prince Rupert. These inspections are largely formal so far as tourists are concerned.

BAGGAGE

The usual free allowance of one hundred and fifty (150) pounds of baggage will be granted on whole tickets, and seventy-five (75) pounds on half tickets, with customary additional charge on any excess weight. Steamer trunks, if intended for use in staterooms, must not be more than fourteen inches in height. Any steamer trunk of ordinary width and length can be placed under lower berth if the height given is not exceeded. The placing of trunks in staterooms (other than rooms with bath) is not, however, desirable.

Free Storage Passengers holding through tickets from eastern points to the Pacific Coast, and making Alaska trip from Seattle, Victoria or Vancouver, will be granted free storage of baggage at the Company's wharves at the points mentioned for not more than thirty days. After expiration of thirty-day limit, regular storage charges will accrue.

Bonded Baggage Baggage may be checked through from Seattle to Skagway, and if not required en route may be forwarded under bond to avoid necessity of custom inspection. If baggage is required en route it should be checked to Victoria or Vancouver only and presented for Canadian Customs inspection before passenger boards steamer for Alaska. U. S. Customs inspection will also be necessary at Ketchikan, the first port of entry into Alaska.

Southbound—Canadian Customs baggage inspection will be made at Prince Rupert and U. S. Customs inspection at Vancouver (if passenger is traveling east via Canadian Pacific Railway) or at Seattle. Baggage checked from Vancouver or Victoria to Skagway will be inspected by U. S. Customs officers at Ketchikan, or may be bonded if desired.

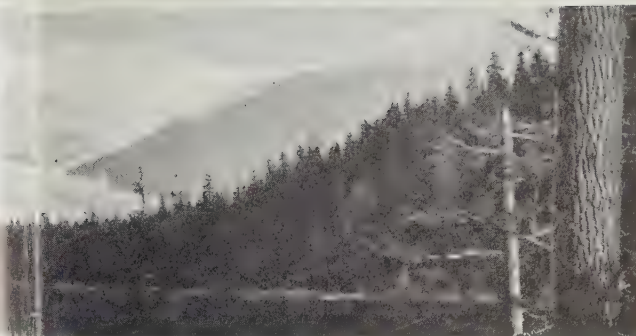
Baggage can be checked through from Puget Sound and British Columbia ports to Atlin or Dawson, via the White Pass and Yukon Route, without undergoing inspection by Customs officers at Skagway, provided passengers hold through tickets, and after it is once checked at starting point there is no further examination or re-checking until arrival at destination, where all baggage from United States points is subject to inspection. Baggage originating at British Columbia points can be corded and sealed and sent through Alaska in bond without inspection. Baggage originating at United States ports, destined to points in Alaska on the lower Yukon River below Dawson, can go through to destination in bond without inspection.

HOTELS

The following hotels are situated at points en route to Alaska, and at inland points beyond Skagway:

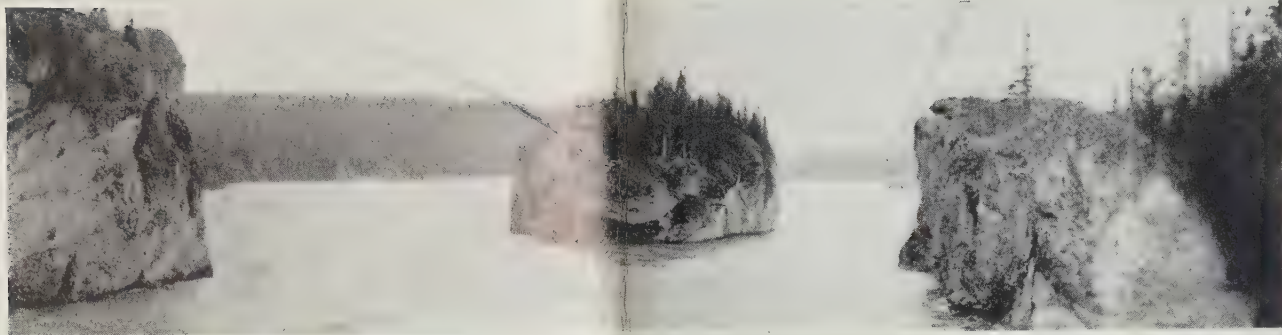
Ketchikan.....	Stedman Revilla
Wrangell.....	Wrangell
Juneau.....	Gastineau Zynda
Skagway.....	Pullen House Golden North Dewey Portland
Carcross.....	Caribou
Atlin.....	Atlin Inn Royal Kootenay
White Horse.....	White Pass Commercial Regina
Dawson.....	Rochester Royal Alexandra Yukonia Occidental

Most of the above are run on the European plan, rates from \$1.50 up. Those on American plan, \$5.00 up. Meals a la carte.



1. Auk Lake and the Mendelhall Glacier, near Juneau.
2. Summit Lake, at the summit of the White Pass.
3. In the Narrows, Lake Atlin.
4. The Sawtooth Range, between Skagway and Carcross.
5. The Boundary Line between two good friends.





1. The Five-Finger Rapids of the Yukon River.
2. The famous Miles Canyon, near White Horse.
3. Fox farming is a prosperous Yukon industry.
4. On the Yukon River, near Dawson.
5. Dawson.





CANADIAN PACIFIC RAILWAY

BRITISH COLUMBIA COAST
STEAMSHIP SERVICE

TO ALASKA
Vancouver to Alert Bay
Prince Rupert, Kitikotian, Wrangell
Juneau and Skagway
TO SEATTLE
Vancouver, Victoria, Seattle
TO NANAIMO
Vancouver, Nanaimo
TO COMOX
Vancouver, Nanaimo, Hignby Island, Denman Island,
Union Bay, Comox
or
Vancouver, Powell River, Union Bay-Comox
TO OCEAN FALLS
Vancouver, Powell River, Campbell River, Quatsino Cove,
Alert Bay, Seintula, Port Hardy, Rivers Inlet Canneries,
Namu Ocean Falls

ALASKA

AND THE ROUTES
OF THE

**CANADIAN PACIFIC
RAILWAY COMPANY'S
BRITISH COLUMBIA
COAST STEAMERS**

CONNECTING ROUTES

WITH CANADIAN PACIFIC BRITISH
COLUMBIA COAST STEAMSHIP SERVICE

WHITE PASS AND YUKON ROUTE:

RAIL LINE:
Skagway to Carcross (Caribou) and White Horse.

STEAMER LINE:
Carcross (Caribou) to Atlin.
White Horse to Dawson.
Stewart River to Mayo.

Scale of Statute Miles
0 10 20 30 40 50 60 70 80 90 100

CANADIAN PACIFIC AGENCIES

THROUGHOUT THE WORLD

CANADA AND UNITED STATES

Atlanta	Ga.	E. G. Chesbrough, Gen'l Agt. Pass'r Dept.	49 N. Forsyth St.
Banff	Alta.	J. A. McDonald	C. P. R. Station
Bellingham	Wash.	S. B. Freeman, City Passenger Agent	1252 Elk St.
Boston	Mass.	L. R. Hart, Gen'l Agent Pass'r Dept.	405 Boylston St.
Brandon	Man.	R. Dawson, District Passenger Agent	Smith Block
Buffalo	N. Y.	H. R. Mathewson, Gen'l Agent Pass'r Dept.	160 Pearl St.
Calgary	Alta.	J. E. Proctor, District Pass'r Agent	C. P. R. Station
Chicago	Ill.	T. J. Wall, Gen'l Agent Rail Traffic	71 E. Jackson Blvd.
Cincinnati	Ohio	M. E. Malone, Gen'l Agent Pass'r Dept.	430 Walnut St.
Cleveland	Ohio	G. H. Griffin, Gen'l Agent Pass'r Dept.	1040 Prospect Ave.
Detroit	Mich.	G. G. McKay, Gen'l Agent Pass'r Dept.	1239 Griswold St.
Duluth	Minn.	David Bertie, Traveling Pass'r Agent	Soo Line Depot
Edmonton	Alta.	C. S. Fyfe, City Ticket Agent	C. P. R. Building
Fort William	Ont.	A. J. Boreham, City Passenger Agent	404 Victoria Ave.
Guelph	Ont.	W. C. Tully, City Passenger Agent	30 Wyndham St.
Halifax	N. S.	J. D. Chipman, City Passenger Agent	117 Hollis St.
Hamilton	Ont.	A. Craig, City Passenger Agent	Cor. King and James St.
Honolulu	T. H.	Theo. H. Davies & Co.	
Juneau	Alaska	J. L. McClosky, Agent	
Kansas City	Mo.	R. G. Norris, City Pass'r Agent	601 Railway Exchange Bldg.
Ketchikan	Alaska	F. E. Ryus, Agent	
Kingston	Ont.	F. Conway, City Passenger Agent	180 Wellington St.
London	Ont.	H. J. McCallum, City Passenger Agent	417 Richmond St.
Los Angeles	Calif.	W. McIlroy, Gen'l Agent Pass'r Dept.	605 South Spring St.
Milwaukee	Wis.	F. T. Sansom, City Passenger Agent	68 Wisconsin St.
Minneapolis	Minn.	H. M. Tait, Gen'l Agent Pass'r Dept.	611 2d Ave. South
Montreal	Que.	R. G. Amiot, District Pass'r Agent	Windsor Station
		F. C. Lydon, City Pass'r Agent	141 St. James St.
Moosejaw	Sask.	A. C. Harris, Ticket Agent	Canadian Pacific Station
Nelson	B. C.	J. S. Carter, District Pass'r Agent	Baker & Ward St.
New York	N. Y.	F. R. Perry, Gen'l Agent Rail Traffic	Madison Ave. at 44th St.
North Bay	Ont.	L. O. Tremblay, District Pass'r Agent	87 Main Street W.
Ottawa	Ont.	J. A. McGill, Gen'l Agent Pass'r Dept.	83 Sparks St.
Peterboro	Ont.	J. Skinner, City Passenger Agent	George St.
Philadelphia	Pa.	R. C. Clayton, City Pass'r Agent	Locust St. at 15th
Pittsburgh	Pa.	C. L. Williams, Gen'l Agent Pass'r Dept.	340 Sixth Ave.
Portland	Ore.	W. H. Deacon, Gen'l Agent Pass'r Dept.	55 Third St.
Prince Rupert	B. C.	W. C. Orchard, General Agent	
Quebec	Que.	C. A. Langevin, City Pass'r Agent	Palais Station
Regina	Sask.	G. D. Brophy, District Pass'r Agent	Canadian Pacific Station
St. John	N. B.	G. B. Burpee, District Pass'r Agent	40 King St.
St. Louis	Mo.	Geo. P. Carbrey, Gen'l Agent Pass'r Dept.	420 Locust St.
St. Paul	Minn.	W. H. Lennon, Gen. Agt. Pass. Dept.	Soo Line Robert & Fourth St.
San Francisco	Calif.	F. L. Nason, Gen'l Agent Pass'r Dept.	675 Market St.
Saskatoon	Sask.	W. E. Lovelock, City Pass'r Agent	115 Second Ave.
St. Ste. Marie	Ont.	J. O. Johnston, City Pass'r Agent	529 Queen St.
Seattle	Wash.	E. L. Sheehan, Gen'l Agent Pass'r Dept.	608 Second Ave.
Sherbrooke	Que.	J. A. Metivier, City Pass'r Agent	74 Wellington St.
Sitka	Alaska	L. H. Johnston, Agent	
Spokane	Wash.	E. L. Cardle, Traffic Mgr. Spokane International Ry.	
Tacoma	Wash.	D. C. O'Keefe, City Passenger Agent	1113 Pacific Ave.
Toronto	Ont.	Wm. Fulton, District Passenger Agent	Canadian Pacific Bldg.
Vancouver	B. C.	F. H. Daly, City Passenger Agent	434 Hastings St. West
Victoria	B. C.	L. D. Chetham, District Passenger Agent	1102 Government St.
Washington	D. C.	C. E. Phelps, City Passenger Agent	1419 New York Ave.
Windsor	Ont.	W. C. Elmer, City Passenger Agent	34 Sandwich St. West
Winnipeg	Man.	J. W. Dawson, District Pass'r Agent	Main and Portage

EUROPE

Antwerp	Belgium	A. L. Rawlinson	25 Quai Jordaens
Belfast	Ireland	Wm. McCalla	41-43 Victoria St.
Birmingham	Eng.	W. T. Treadaway	4 Victoria Square
Bristol	Eng.	A. S. Ray	18 St. Augustine's Parade
Brussels	Belgium	C. De Mey	98 Blvd. Adolphe-Max
Glasgow	Scotland	W. Stewart	25 Bothwell St.
Hamburg	Germany	J. H. Gardner	Gansemarkt 3
Liverpool	Eng.	R. E. Swain	Pier Head
London	Eng.	C. E. Jenkins	62-65 Charing Cross, S. W. 1
		G. Saxon Jones	103 Leadenhall St., E. C. 3
Manchester	Eng.	J. W. Maine	31 Mosley Street
Paris	France	A. V. Clark	7 Rue Seribe
Rotterdam	Holland	J. S. Springett	Coolsingel No. 91
Southampton	Eng.	H. Taylor	7 Canute Road

ASIA

Hong Kong	China	T. R. Percy, Gen'l Agent Pass'r Dept.	Opposite Blake Pier
Kobe	Japan	A. M. Parker, Passenger Agent	1 Bund
Manila	P. I.	J. R. Shaw, Agent	14-16 Calle David, Roxas Bldg.
Shanghai	China	E. Stone, Gen'l Agent Pass'r Dept.	Palace Hotel Bldg.
Yokohama	Japan	G. E. Costello, Gen'l Agt. Pass'r Dept.	Ishikawa Gomei Bldg.

AUSTRALIA, NEW ZEALAND, ETC.

J. Sclater, Australian and New Zealand Representative,
Union House, Sydney, N. S. W.

Adelaide	S. A.	Macdonald, Hamilton & Co.	
Auckland	N. Z.	Union S.S. Co. of New Zealand (Ltd.)	
Brisbane	Qd.	Macdonald, Hamilton & Co.	
Christchurch	N. Z.	Union S.S. Co. of New Zealand (Ltd.)	
Dunedin	N. Z.	Union S.S. Co. of New Zealand (Ltd.)	
Fremantle	W. A.	Macdonald, Hamilton & Co.	
Hobart	Tas.	Union S.S. Co. of New Zealand (Ltd.)	
Launceston	Tas.	Union S.S. Co. of New Zealand (Ltd.)	
Melbourne	Vic.	Union S.S. Co. of New Zealand (Ltd.)	Thos. Cook & Son
Perth	W. A.	Macdonald Hamilton & Co.	
Suva	Fiji	Union S.S. Co. of New Zealand (Ltd.)	
Sydney	N. S. W.	Union S.S. Co. of New Zealand (Ltd.)	
Wellington	N. Z.	Union S.S. Co. of New Zealand (Ltd.)	

ALASKA

CANADIAN PACIFIC RAILWAY

